DEATH'S VICTIMS.

Captain Williams' Statement to a Herald Correspondent. ver \$250.000 Worth of

MISCALCULATIONS.

Portion of the Coal Enough, "If Not for Those Three Days of Heavy Weather."

DECEIVED AS TO DISTANCE AND POSITION.

"Solely on Account of the Northerly-Set Current."

SEAMANSHIP EXPLAINED

Leads and Lines Ready, but None Were Used.

The Dominion Government to Bury the Dead.

The Question in the Provincial Parliament of Nova Scotia.

CHRISTIANITY VERSUS GREED.

Noble Conduct of a Saloon Passenger.

Searching For, Identifying and Guarding the Drowned Victims.

Important Statement From Captain Williams.

HALIPAX, April 4, 1873. As usual after the first fever of excitement occasioned by great calamities or events that appeal to popular sympathy has subsided, Halifax is to-day wrapped in gloom. Speculation as to the cause of the disaster, the exact number of the drowned and a thousand other minor points have been superseded by a feeling of general sadness, and the sentiment of the public is almost entirely in behalf of the friends of the dead passengers. To some few men, however, there is nothing that can occur to disturb their business calculations unless it directly touches their pockets; no calemity induces words of sympathy or regard unless it affects immediate relation-To such the misfortunes of their fellow men come as items of good fortune. Halifax has some of these sordid characters among her population. To these the sun rises and sets; the days, months and years roll on; the noise and tumult of business continues from year's end to year's end-all for them. If a city is burned, or a thousand persons swallowed by an earthquake, are these reasons why they should not turn an honest penny on the same account? If a shipload of passengers find a watery grave almost within sight of their dwellings and offices, is that a reason why they should behold the spectre of death on the rocks and hear ought but pleasant music in the ceaseless roar of the wild waves? Why should they not seek to purchase from the ghouls, who infest our harbors, jewelry and raiment torn from the bodies of the dead, or cargo stolen from the wreck? Yes, scores now await a harvest from the plunderers and ruffians who will return from Prospect. Let

INTERVIEW WITH CAPTAIN WILLIAMS. Captain Williams returned from the wreck of the ill-fated Atlantic this morning in a steam tug, and as the all-important question of the miscalculations that led to the terrible holocaust had not been satisfactorily cleared up, I thought I could do no better than obtain a more explicit account from his own lips than has been previously published. Accordingly I sought an interview with the Captain, which I give about as it transpired.

me now turn to other matter of importance.

REPORTER-Captain Williams, how do you find yourself after your terrible experience? Captain WILLIAMS-Improving, bodily; though my limbs are still very stiff and painful, but in mind stunned—the whole disaster seems like a dreadfull nightmare.

REPORTER-You spent last night at Marrs Island, with the bodies and looking after the

Captain Williams-Most of the night, and antil I had personally examined and identified all that lay upon the hillsides, and, God knows, would willingly have exchanged places with them could the lost have stood where I

REPORTER-Were the bodies much disfarared?

Captain WILLIAMS-Many were, though shout forty presented the appearance of quiet aleep, especially so in the cases of the little children.

WERE THE BODIES MUTHATED? REPORTER-Was there any truth in regard to the mutilation of the bodies?

Captain WILLIAMS-None whatever. I specially examined the fingers, to disprove, if necessary, such sensational reports. I believe that many of the bodies were rifled by others than those from Prospect disposed of; a suitable monument also to be

Point before brought ashore, but there was

THE MISCALCULATIONS. Reported Do you consider that you were fficiently coaled when you left Liverpool? Captain WILLIAMS-Yes, if not for these three days of heavy weather.

REPORTER-But how do you a being so much out of your position?

Captain WILLIAMS-Solely on account of the current. It must have been a northerly set, as well as westerly. I allowed what, in my judgment, was ample—namely, eight degrees to the contward.

REPORTER-Were you quite certain of your osition on Monday noon?

THE LATEST ORSERVATIONS. Captain WILLIAMS-Yes, quite; both barometers agreed, and the observations were aken by different instruments and observers I made it a rule that all the officers should participate in the navigation of the ship and make themselves daily conversant with the sition of the ship and the deviation of the compass on courses steered.

REPORTER-But how did you strike the land when, according to all your reckonings, you should still have been a safe distance from it?

WHY HE STRUCK THE LAND. Captain WILLIAMS-I have already stated to you that a northerly "set" proved greater than I allowed for. For two or three preceding days I had found the ship, by observations, to have been "set" to the southward and eastward of her position. By reckoning I was not astonished at this southeasterly "set," knowing the heavy northerly and westerly gales that had prevailed in the Atlantic during the Winter: in fact, when making the northern sage homeward bound I decided to near the Virgin Rocks more than Cape Race.

THE CAPTAIN IN THE CHART ROOM. REPORTER-Were you on deck when the ship

Captain WILLIAMS-No: I was in the chart room, which is on the saloon deck, and less than thirty feet from the bridge. When the wheel-house windows were open I could hear anything that went on on deck.

REPORTER-Had you the leads and lines pre-

Captain WILLIAMS-Yes, both deep sea and hand, couled on the bridge deck, the leads being armed and patents attached; both nchors were also in the bows.

NO LEADS UNED-WEY? REPORTER-Did you use those leads? Captain WILLIAMS-No.

approaching the land? Captain WILLIAMS-Yes, when approaching low, sandy shore, or in making the land in hazy weather; but the night being clear, though overcast, and knowing that Sambro

REPORTER Is it not customary to do so in

twenty-one miles, I did not think it necessary. MR. METCALP'S SEAMANSHIP. REPORTER-Mr. Metcalf was the officer of the deck at the time; did you consider him a

Island light should be seen from fitteen to

faithful and competent officer? Captain WILLIAMS-Undoubtedly, or I should never have left him, but should have remained on the bridge with him.

curiously handled a little pistol belonging to your correspondent. I could but think when he was toying with it that I was glad the cartridge was absent.

Such are Captain Williams' responses to direct questions. He may have been criminally negligent, but he seems to have been a man in the supreme moment. Through the HERALD the world can read and judge.

DEALING WITH THE DEAD.

HALIPAX, April 4, 1871. When Captain Williams returned from the scene of the calamity, this morning, he brought on the steamer the dead bodies of J. H. Price and Henry Francisco; Mr. and Miss Merritt, of New York; and Second Officer Metcalf. One hundred and sixty-four bodies now lie upon

the beach at Marrs Island. They are now much swellen, bruised and discolored.

The body which was supposed to be that of Mrs. Fisher seems to be that of a steerage passenger who strikingly resembled her, but the hands were coarse and large and evidently those of a hardworking woman. SAD SCENES.

Very sad were many of the scenes. Most of the omen and children looked ruddy and placid in the face as though they had been awakened to die death. The eves of most of them were open and no difficulty would be experienced in recognizing some of them. A stranger could at a glance te the nationality of the dead he gazed on. In one case a woman was seen lying on the seaweed-cov ered rock, with her face upturned to the blue sky and grasping in a mother's death grasp a chubry faced infant, whose lips were still fastened to the fountain whence he had been drawing his supply o nourishment. Some sudden wave had probably swept the two into eternity while the mother, care-

TWENTY-TWO MORE BODIES RECOVERED The weather has been rough to-day and not uch exertion has been made to recever bodies. Those saved were being placed in rude coffins ready to be buried. At six o'clock this evening twenty two more bodies had been recovered, one of them evidently a lady of the saloen, from the ornaments upon her hands. She was found three miles at sea. When the Captain left the ship there were but fifteen passengers remaining in the rig

THE CREW DENY THE ROBBERIES ALLEGED. The crew indignantly deny the steries in regard to pillaging the dead bodies, and say if anything of that kind occurred it must have been by son Liverpool stowaways, of whom there were no less than fiteen, and seven of them saved themselves. It must be admitted that most of the pillaging thus

THE VICTIMS TO BE BURIED BY THE GOVERNMENT. In the House of Assembly this afternoon Mr. Bianchard moved that the Clerk of Works be sent to the scene of the wreck of the Atlantic to make arrangements for having all the bodies of the vitims of the disaster brought to town, and a piece of ground be selected to bury all those not otherwise

erected. The Provincial Secretary stated that the Clerk would be sent down to attend to the matter. Those who know state that something of this kind is Those who know state that something of this kind is almost absolutely necessary, as there is no suitable place of interment in the vicinity of where the wreck took place. A meeting of this hody was held this afternoon, when a communication was handed in from the Provincial government, asking the cooperation of the City Council so as to have the dead bodies that were washed ashore from the wreck bodies that were wished ashore from the wreck brought to the city and buried in the cemeteries here. The request was immediately complied with. The Mayor and the Cemetery Committee held a conference with the government in the afternoon, and decided to send a telegram to the Dominion vernment asking for a spot to be set apart on wlor's Island for the burial of the dead.

THE BURIAL OF THE DRAD.

Proceedings in the Nova Scotla House of

In the Provincial House of Assembly this afternoon Hon. Daniel McDonald, Commissioner of Mines and Works, said that an application had been made to the government for assistance to bury the bodies that had been recovered from the wreck of the Atlantic, and that the Chief Clerk of the Board of Works would be sent to the scene of the disaster th a sufficient number of assistants to perform the work.

WHAT THE GOVERNMENT WILL DO. Hon. W. B. Vali, Provincial Secretary, made a further statement to the effect that Mr. Morrow had called upon the government to say that, although 180 comins had been sent down yesterday and a number of carpenters to furnish others if required, he had just received information that it was impossible to get men there to bury the dead, and that the bodies were still lying on the shore. Mr. Merrow had stated further that, although the company were disposed to pay any reasonable d that it was desired that the government should make an appropriation for this purpose. Mr. Reid, the Clerk of the Board of Works, had en sent up to confer with Mr. Morrow in regard

Mr. Blanchard, leader of the opposition, said he was afraid, from what he had heard, that the work of burying the dead could hardly be accomplished at the scene of the wreck. He understood from Dr. Hannan that in the neighborhood of Prospect there was merely a thin soil covering the rocks, and that it was impossible to find a satisble place for the interment of so many people. He thought that the bodies should be brought to Halfax, and hoped the time would come when there would be a monument in memory of this sad event and to mark the last resting place of these unfortunate people.

Hon. Mr. Vali said he had made some inquiry from Mr. Sumichrast, who had visited the some of the disaster, and had learned from that gentleman that a large trench had been prepared at a short distance from the spot where the bodies were lying. It had occurred to him that it would be better to remove them by steamer to some place where it would be more convenient to have buried, and the honorable Commissioner of hines would probably see Mr. Reid and arrange about

Mr. Ryerson said he had met with a gentleman who had come from the scene of the wreck and had learned from him that it would be more couvenient and less expensive to bring the bodies to Hallfax than to bury them where they were. There was only a small cemetery at Prospect, and it did not afford room to bury all the bodies that had been recovered.

PLACE THEM IN HALIPAX CEMETERY.

Mr. Blanchard said there was a large space in the Halifax cemetery that had been appropriated for purposes of this kind. He thought it better therefore that the bodies should be brought to the city, and he had no doubt that the steamer Lady Head then be respectably interred in the cemetery and eventually, either at public or at private expense, a suitable monument could be erected which would be creditable to the city and gratifying to the friends of those who had perished in this disaster. Hon. Commissioner of Mines said he was informed that graves had been dug already, and that a num-ber of bodies had been buried.

REMARKS OF THE ATTORNEY GENERAL. Hon. H. W. Smith, Attorney General, said that it was certain that very few of the bodies of females had yet come ashore. It was thought that the poor women had been kept below the deck and their bodies would not be recovered until the divers were able to explore the cabin. It would be more satisfactory that the bodies of the dead could be erected to point out their resting place to the relatives and friends who might hereafter visit

Mr. Pineo said he had spoken to Mr. Brady, the third officer, within the last hour and he had and that to-morrow had been appointed for the

Mr. Sheridan, had gone down yesterday and had not been able to do anything owing to the roughhe would be able to recover the bodies of the women and children this morning.

The City Council of Halifax having met received message from the government asking permission to bury the dead in the public cemetery, if that course should be determined on.

The Council, after brief discussion, unanimously

The latest from Prespect to-night is that 200 bodies have been recovered, and some sent several miles away to Terrence Bay for burial.

MR. MARCWALD'S DESPATCH.

Efforts of Humanity by a Brave Saloon

MALIPAY April 4 1873. We have brought from the wreck this morning the following bodies:-John H. Price, New York Albert Sumner, New York; H. G. Hewitt, New York; Mr. Merritt, New York; Mrs. Merritt, New York; Albert Sumner, San Francisco; Miss Merritt, New York: Second Officor Metcalf. We now have them in wooden boxes, and by the afternoon they warded to their friends as directed. As soon as the divers can go to work we trust to rescue the lance of the bodies of cabin passengers.

The bodies of steerage passengers and crew have been cared for and will have a burial. occupied that I cannot give you in detail telegrams from friends which I received this morning. They

The body of Mrs. C. M. Fisher has not been re

Williams and myself will leave no stone unturned to recover the following bodies and see that they are properly cared for :-

Mr. C. M. Pisher and wife, Vermont. Mr. W. J. Sheat, wife, son and daughter, Ne-

Henry L. Wellington, Beston, Miss Serymser, New York. Mr. Kruger, New York. Miss Brodie, Chicago. Mr. J. Brindley, England.

Mrs. Davidson and daughter, England. Searched the different islands about the wreck last night, and the six bodies I reported this mern-We have stewards and men at the wreck who can identify bodies as they are washed ashore and

If it were pessible I would give you details, but every moment of my time has been given to re-covering and caring for the bodies.

The bodies we brought from the wreck this morn. ing are now being put into metallic coffins, and thern. I would be happy to repder any assistance

I can; but the most I crave for now is a good sleep of about ten hours. I am thankful my health is spared to render what assistance I can. spared to render what assistance I can.

We leave again—Captain Williams and myself—
to-morrow—and will bring up what bodies have
been recovered. PREEMAN D. MARCWALD.

THE NEWS IN THE CITY.

Interest in the Details of the Wreck Yet Unabated.

The Sad Scenes at the Company's Office-The Disaster Still the Talk of the Town-The Deaire of the Public to Censure Some One-A Partial Freight Manifest-Missing Emigrants Hows from Mr. Scrymser-An Affecting Letter.

It would almost seem that no additional details of the dreadfal steamship disaster upon the Nova Scotia coast could further intensity the mournal throb of the great heart of humanity. The entire civilized world sits as a gloomy, sogrowful, anxious audience, which, although there are no clamorings for new horrors, fedures to be satisfied with the slightest goatement of the true facts. More impa-tions, perhaps, than reasonable, those who during the past two days have become familiar with agonizing anxiety or hopeless remerse scarce care to hear any words of sympathy. Their own sorrows are too great to permit of a careful scrutiny as to who is to blame. Public opinion is a severe though righteous judge, and under the cool, soher concludons of the people the guilt or innocence of the officers of the ull-fated Atlantic will be finally settled. Te-day the multitude of friends, who hope the words of encouragement which the telegraph brings, mutely utter volumes against inefficiency of our great transatiantic steamships.

respected ditizens, but as the steamer was bound to this port more than an ordinary interest in the terrible disaster has been jelt among our citizens. For three days it has been almost

THE SOLE THEME OF CONVERSATION among all classes of people. Merchants, bankers and shipmasters have conversed with equal in-terest about the loss of the Atlantic, and in turn have recited it to others in all its ghastly horrors, Shipmasters declare that the man on the look-out ald have been able to hear the surf in time to They are unanimous in the opinion that the Captain had miscalculated his salling distance, as well as that his officers had mistaken the lights, but they are of one mind regarding the absence of acute ears on deck during that fatal watch. The night was clear, the wind was not blowing unusually strong, there were probably twenty-five men on deck; yet the noble vessel was driven, with all the power of her engines, upon a rocky headland, against which the breakers dashed with the full trength of the ocean behind them. To men who follow the sea the absence of men on deck who were schooled to the sound of breakers is unacthan Quarantine are loud in advancing their theories and in charging mismanagement upon the officers of the vessel and parsimony upon the com-pany. With each day that passes the thinking portion of the community becomes more convinced that an explanation which will satisfy them is be-

coming next to impossible AT THE WHITE STAR OFFICE. The scene at the office of the company on yester-day was very much similar to that of the day pre-vious. From the hour of opening until that of clos-ing the same faces were to be seen around the bulletins and at the office counters. Men and women who have been periodical visitors at the desk of the passenger agent again made their usual uncomforting, answers. Many new visitors were seen yesterday, who appresched the crowd surng the bulletin boards with anxiety written on every feature, and took their first look at the it been their ewn death warrant. Others, more timed, hung around in the vicinity for some time before they essayed to try the dreadful or Bashful girls and serving maids waited with tear-rul eyes until there should be a luli in the crowd, during which they might have one moment to satisfy their anxiety regarding the fate of coming company did all that lay in their power, by kindness and attention, to lighten, if possible, the already harassed hearts; but words were powerof parents, wives, husbands or chil-Late in the alternoon two quite young, called at the office secretain whether the body of Joseph one Moore, reported drowned on the Atlantic, had been recovered. The rumor went through the crowd in an instant that the young woman was the ried talking ceased on all sides, and hard-handed laborers stood mute before this affecting example

few scenes which touched the heart as did the one The company kept their office open until nearly ten o'clock, in order that they might receive any late news, but very little came. The following despatch was received :-

many anxious visitors at the office yesterday, but

Mr. T. Hyde Sparks, Agent White Star Line;—
Captain Wilhams returned from Prospect this morning. Pasition of the wreck unchanged; too rough for divers to work. One hundred and sixty-four bedies recevered. Captain Williams brought to Hairax the bodies of all saloon passengers recovered—namely, Mr. and Miss Merritt, J. H. Price, Hewett, Sumner and second officer. The government intends holding an official inquiry.

S. CUNARD & CO.

The agents do not fear but they can retain the entire confidence of the public, and it would seem that they speak from a certainty, for of 1,350 saloon passengers booked between April 19 and July 12 not one has as vet expressed a desire to withdraw. Both Mr. Sparks and Mr. Gartner talk with frankless about the disaster and declare that their first duty is to look after the comforts of those who are rescued and to satisfy, as far as in their power, the

anxious inquiries of friends. They express the opinion that the survivors bound to this city will arrive on Sunday morning.

The steamsinp City of Montreal brought a part of The Freight Manifests
of the Atlantic. A portion of the goods for which no bills of lading had been brought for signature was put on board at the hour of sailing. The goods were accepted as freight, but as the officers of the vessel were unacquainted with the names of the consignees the bills of lading were detained and forwarded by mail on the luman sceamer. The following is a list of suck goods and the persons to whom they were consigned:

E. S. Jaffiey—16 cases merchandisc.

Hichard C. Gurney—6 cases private effects.

George Stoker & Co.—2 cases merchandisc.

Henjamin Rionda & Co.—16 cases gum.

Renjamin Shumwell & Sons, of Philadelphia—1 cast castings.

Renjamin Rienda & Co.—16 cases gum.

Renjamin Rienmell & Sons, of Philadelphia—1
casi castings.

Alfred Field & Co.—34 packages bardware.
Henry Moore—13 cases hardware.
Nicol, Davidson & Co.—59 crates earthenware.
Sgobel & Day—75 cases oranges.

E. F. Hopkins—11 packages merchandise.
R. L. Grawlord—1 case hardware.
H. & F. W. Meyer—6 cases mitrate lead.
J. R. Topper—1 has seed.
H. Beker & Co.—50 cases merchandise.
Plummer, Michel & Co.—16 cases picric crystals.
Duden, Preres & Co.—35 cases merchandise.
Plummer, Michel & Co.—15 cases straw goods.
James Farmilow—125 packages carthenware.
To order—22 bis and 1 bag ontweal, 2 cases isinglass, 1 case mustard goods.
The remainder and greator pertion of the cargo of the Atlantic consisted of general assorted merchandise. The officers believe thatas the yessel has not broken up yet much of the cargo will be saved in a damaged condition. There was a large quantity of tim, steel and iron on board, however, and should the vessel break to pieces the enly articles saved will be the light goods that may foot alshore.

An Additional List of the steel see in the lower part of the city have received by the steamer algeria the names of the following persons who sailed on the Atlantic. It is customary for the agents of these boarding houses in the lower agents of these boarding houses in Liverpool to forward by the noxt steamer a list of all persons who have already started for America, and whom they have piedged for the butels in New York. The

following list contains the names of Swiss and Norwegian emigrants who sailed from Liverpool on the Atlantic March 20:—

on the Atlantic March 20:-		
Names.	Apr	Former Residence.
Engler, Christian	10	Laurian Controllend
Engler, Christian Engler, Magdaiens Bogler, Christian	23	Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Seveler, Switzerland, Leveler, Switzerland
Engler, Christian	CW.	Leveler, Switzerland.
Polici, vodicar	0840	Leveler, Switzerland.
Engler, Audreas		
Engler, Elizabeth.	- 70	Leveler, Switzerland.
Engler, David Engler, Elizabeth Engler, Dorotha.	24	Leveler, Switzerland
Engler, Johanne	137	Leveler, Switzerland.
Schlegel, John Jacob	570	Leveler, Switzerland.
Schlegel, Karietta		
Schlegel, John Jacob	12	Leveler, Switzerland.
Envier, Johnnusse. Engler, Margarelt Schlegel, John Jacob Schlegel, Karletta Schlegel, John Jacob Schlegel, John Jacob Schlegel, John Jacob Schlegel, Anna Gliger, Grissell Schlegel, Michael Schlegel, Anna Schlegel, Anna		Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland,
Schlegel, Anna	2110	Leveler, Switzerland.
Giger, Grita	20	Leveler, Switzerland.
Schlegel, Michael.	28	Leveler, Switzerland.
	6 m	Leveler, Switzerland.
Schlegel, Unristian	58	Leveler, Switzerland, Leveler, Switzerland, Leveler, Switzerland, Leveler, Cwitzerland, Leveler, Cwitzerland, Leveler, Cwitzerland,
Stauo, Leonnard	32	Leveler, Switzerland.
Hagmann, H. D.	10.45	Leveler, Switzerland.
Hagmann, H. D. Engler, John George Scibert, Samuel	1:04	Leveler, Cwigeriand
Scibert, Eva. Scibert, Eva.	-44	Leveler, Switzerland.
Scibert, Eva		
Spitz, Marie	Ho 11	Leveler, Switzerland, Leveler, Switzerland,
Krauer Casper	CO KE	Mauensee, Switzerland
Krauer, Casper	9340	PRINTEDERS BWICEPIES
Kraner, Kilsa Rogger, Alois Frand, Pierre Frund, Marie Anne Frund, Marie Anne Frand, Henry Joseph Frand, Jules Leon Frand, Lewis Eugene Frund, Lewis Eugene	1 27	Oberkirchs.
Frund, Pierre	0.49	Moveller.
Frund, Marie Anne	图2	Movelier.
Frand, Henry Joseph	7	Moveller.
Frand, Jules Leon	odr P	Movelier, (1913)
Frund, Joseph	96	Movelier. Movelier.
Frund, Mariana	10.2	Mayellar
Frund, Mariana.	12	Movelier
e cand. 4 outs	ZHE	Movelier.
Frund, Marie	E 632	Moveller.
Fuche, James Joseph	200	Movelier adgades .at .
Frand, Joseph Fuche, James Joseph Fuche, Marie Therese Fuche, Marie Elise	4	Moveller adapted A. R. Boscher adapted A. R. Boscher adapted A. R. Boscher and A. B. B. Boscher and B.
Puelle, Murie Elise.	5000	MOVEDER STREET THE RES
Fuche, Agnes Florent	- 4	Moveller,
	35	Movelier
Buriard, Justing Buriard, Ida Maria Burjard, Antoinetta	26	Moveller.
Burjard, Ida Maria	- 6	Movelier.
Burjard, Judetts	3	Moveller.
Oliet, Oliver	10 40	Pleigne.
Andray, Christensen, andl		
three ladies	1950	Christiania, Norway.
Schacht, Clans, and two	10-	landler va. secomon
	B me	Christiania, Norway.
Tesmer, Gottlieb, with three grown persons and five	70-	Conomina vs. Dixon.
children	213	Christiania, Norway.
Wiese, Daniel, with two	DAR	PRINTANT MS TO TO THE
grown persons and three	THE PERSON NAMED IN	Bernstein vo. Vogeta

A telegram was received from Philadelphia by uperintendent Casserly, of Castle Garden, in-uiring for one Jacob Funk, who is known to have alled from Liverpool on the Atlantic.

Mr. John Price Stricken with Grie An Affecting Letter from the Brother of Mrs. Fisher-News of the Dead.

Mr. Scrymser received a message yesterday from saying that he was about to start for the scene o the wreck and that he would bring back with him washed up on the rocks near Mars Rock. He said he hoped also to be able to find the bodies of Mr. so he will immediately come on to New York with them. The family of the Scrymsers are broken down with grief, and are in deep mourning. THE DEATH OF MR. PRICE.

The Prices are also afflicted in a terrible manner. Mr. John Price, the lawyer, who was lost, has, living in Mount Vernon, Westchester county, a mether of eighty-eight and a sister. The latter on hearing the news of her brother's death was taken with a sudden attack of disease of the heart. From this she has not recovered, and it is possible the attack may prove fatal. The poor old mother been completely stupped by the news of the catas trophe, and the effect upon her has been so great that it also seems probable that her feeble health will give way under the blow which Providence has brought upon her in her old age. This death has completely disorganized the family, and in an indirect way the loss of the Atlantic may be respon-

sible for two more deaths.

Two other New York families are in mourning—the wife and children of Mr. Hewitt and that of the young Mr. Kruger, the broker.

Mr. Trouttet the manager of the house of D. Jugia, in Broadway, received another despatch from Adolph Jugia yesterday. It says:-'1 shall remain here some days longer. Write to Paris to reassure my father. I have no injuries except severe one to the right arm, which is bruised Shall leave here Monday."

Mr. Trouttet yesterday received a letter addressed to Mr. Jugia, who was saved from the wreck. It came from William S. W. Ripley, of Rut land, Vt., and runs thus:-

A. Jugla, New York:—

RUTLAND, VL, April 3, 1873.

A. Jugla, New York:—

Having seen your name among the saved of the cabin passengers from the wreck of the Atlantic, I write to ask you to give me, if possible, some information concerning the last hours of my dear sister, Mrs. C. M. Fisher, and her husband, who are among the lost.

In our terrible sorrow any particulars of their last few days, and especially of the last few hours of their lives, how and in what manner they met their death; whether in their stateroom or on cek; whether in their stateroom or on deck; whether together or separately, and at what hour—any information you can give us on these points will be most gratefully received. Mr. Fisher was a large, fine-looking man, with clear, blue eyes, brown hair and long brown beard, which he were full. He was a lawyer and had resided in London for some years. Mrs. Fisher was above the medium height of women, with blue eyes and light hair and complexion. I thus describe them, that you may pessibly be able to remember something of them, although not perhaps personally acquainted with them.

I write letters of this tenor to every cabin passenger reported saved, hoping to find some one who can tell us of our dear ones.

Flease write me what you know of them.

Very respectfully, WM. S. W. RIPLEY.

The telegraphic advices to the Herald give the intelligence that the body of Mrs. Fisher has been

ntelligence that the body of Mrs. Fisher has been found, and that Mr. Marcwald, of New York, has taken charge of the remains.

New Jersey's Lous by the Atlantic. It was ascertained yesterday that little John Hanley, twelve years of age, whose own story of his rescue from the wreck of the ill-fated Atlantic was printed in the MERALD yesterday, was a relative of Patrick Hanley, of Newark. He, with his parents and a younger brother, was coming to make his home in that city. He will probably do so, but as a poor orphan, and not with either father or mother or brother. All three perished, as before reported. One of the saddest bereavements by the awful calamity is that of Mr. William Clarke, an elderly, highly respectable shoemaker, doing business at il River street, Newark. Some three months ago his wile, much against her hushand's will—for he had a dread he would never set eyes on her alive again visited Ireland for the purpose of recovering a small legacy that had been left her by friends. On March 10, sne wrote from Liverpool announcing that she would sail the next day in the Atlantic, accompanied by her sister, who is a resident of Albany. The letter contained a draft for money. The old man and the members of his family were overjoyed at the news. It reached them on Tuesday night. On Wednesday morning, however, their joy was transformed to the deepest sorrow. The Herald came, freighted with its columns of thrilling narrative and lists of lost and saved. Mr. Clarke and his sons have gone on to Halirax, in hopes that they will at least see the lifeless form of their lost loved one. make his home in that city. He will probably do

THE SURVIVORS EXPECTED IN BOSTON.

BOSTON, April 4, 1873, The emigrants saved from the wreck of the steamer Atlantic are expected to arrive here on the Puliman train, from Portland, at six o'clock to-morrow morning. The agents of the White Star line in this city have engage Star line in this city have eng unfortunates, and preparations are being made to provide for their wants upon their arrival. They will remain in Boston all day, and Saturday even ing proceed to New York by the Old Colony road and steamer Newport from Pall River.

THE GOVERNMENT INVESTIGA-TION.

HALIPAR, April 4, 1873. A commission has been appointed by the Dominion government to investigate into the cause of the loss. The gentlemen composing the com-mission are Captain Scott, R. N.; Captain George McKenzie, Agent for the Dartmouth Steambon Company, and E. M. McDoneld, Collector of Cus toms. This board will have full power to send for whole matter will then be referred to the Board of Trade, London, England.

The doctor of the ship remains at Prospect

sick to be removed. He is deeply affected, and, when speaking of the disaster, calls it murder.
This is hard language, but he could not characterize it as anything else.

THE SHIP NOT BROKEN UP.

The ship still holds together with the exception of about one hundred feet forward. It is expected that between two and three hondred bodies will be found below decks, as a large number of passengers perished there.

The bodies are nearly all partially disrobed, just

Very little cargo has na yet washed ashore. A CANADIAN GRABBER.

Amid all this horror the ridiculous comes to the surface. The following despatch has just been re-ceived by Captain Williams:— This is the best market for sale of damaged goods. Let me hear from you.

Of the bodies recovered 135 are steerage, five saloon and sixteen of the ship's company. The Roman Catholic clergy, ever faithful, are upon the island identifying the sons and daughters of the Mother Church by the amulets about their

A gang of men went down to the wreck of the Atlantic in a tug this afternoon to assist the fishermen in their labor of recovering bodies. The Rev. Mr. Aucient and several Roman Catholic priests, and Messrs. Ryan and Longard, resident magistrates, are looking after the personal effects and valuables found on the bodies.

THE STATE CAPITAL

Charter Prospects—A Very Muddled State of Affairs—The Beach Procumatic Bore Escapes a Veto—Madden to the Resouc—Donohue's Gas Bill and the Bill Relative to the Degrees of Murder

Pass the Assembly ALBANT, April 4, 1973. The Custom House party are in despeir about the charter to-day, and all sorts of rumons are allogs are to what the grand denouement will be. The "hitch" in the Senate is by no means a formidable one, and everybody concedes that it may be got over by a little timely concession all round. One of these na is said to be

On the other hand it is given out that rather than retain him in the bill the Custom House people will drop all the other heads of departments and have no one retained at all. Besides all this, the republicans of the lower house are beginning to grumble about the changes the Senate has aiready made in the bill. They claim that it has been so altered that they cannot accept it without stuitifying themselves. Nearly every man of them put him on record by a speech in favor of giving the ap-pointing power to the Board of Aldermen when the bill was passed down stairs, and they are naturally somewhat troubled about the fix the Senate has put them in. It is quite possible that when the bill comes down the powers behind the leaders, who hall from New York, will be able to have a hard road to travel.

if the bill is referred to one in case of a serious disagreement between the two houses, may be even granting a committee in certain contingencies. Thinge, indeed, have come to such a pass now that there are many of the republicans who believe that there will be no charter at all. But can the majorcharter, even though to pass one they might be compelled to abandon all their partisan plans and prospects? That is the rub just now.

compelled to abandon all their partisan plans and prospects? That is the rub just now.

CATCHING UP.

The business in the Senate to-day was mainly devoted to catching up the arrears into which it has fallen Guring the charter controversy. Reports, introduction of bills and third readings were resorted to with a zest similar to that with which the Senators engaged in the spicy parts of the charter debate. A large number of bills were passed, only a few of which, kowever, are of interest to New York city.

Too BUSY TO BOTHER ABOUT IT.

Senator Tiemann moved to take from the table his resolution introduced some days ago inquiring of the heads of departments in New York city the names of their appointees, by whom appointed and the amount of salary paid to each. But the motion was lost by a vote of ten to tweive, members objecting, on the score of haste and of want of consideration, to its discussion just now.

THE BEACH PNEUMATIC RAILWAY.

At the very hurried request of Senator Madden, Chairman of the Railboad Committee, the proceedings in the Committee of the Whole on the Harbormasters' bill were suspended, in order that the Gollowing resolution might be proposed:—

Resolved, That if the Assembly concur, a respectful message be sent to Bia. Excellency the Governor, asking

following resolution might be proposed:—
Resolved, That if the Assembly concur, a respectful message be sent to fine Excellency the Governor, asking him to return Senate bill 135, relating to the Beach Fucumate Railway.

It seems the Railway Committee had been in a fever all morning over a rumor that the Governor intended to veto the great Broadway bere, and while the Senate was listening to a rather dry financial speech by D. P. Wood, and was bound up in the thickly targied parliamentary skeins of a Committee of the Whole, the rugor came on intended to veto the great Broadway bere and while the Senate was listening to a rather dry financial speech by D. P. Wood, and was bound up in the thickly targied parliamentary skeins of a Committee of the Whole, the runor came on another wave more forcible than before—became, indeed, a certainty. Then the agitated Madden urged the above resolution on the Senate, first unwinding that decorous body in a very undignified way from its parliamentary entanglements, and cutting Senator Wood's speech most disastrously short. When the resolution was agreed to, Madden himself started a bey down with it to the Assembly Chamber, and waited below until the resolution had been safely ground through there, all of which was done in eighteen minutes. Then he returned to his seat in the Senate and tried to leak perfectly unconcerned. The Governor, it has been ascertained, was opposed to the bill because there was no satisfactory sum offered for the tranchise of the road, while A. T. Stewart was willing to pay two millions for it. The Railroad Committee immediately went to work in both houses and corrected this little fault, and the bill thus corrected will be presented again to the Senate early next week. Some complaint is made that the Governor had kept the bill in any socket till within a few hours of the full ten days without informing any of the friends of the bill of his intention of vetoing it.

The bill to secure more uniformity and regularity in the payment of county taxes was discussed in Committee of the Whole nearly all morning. It proved to be a subject of much magnitude, and the Committee had to progress the bill in order to get heir dipners before the train started. It was made a special order for Wednesday evening.

REPORT OF THE SALLORS' SNOE MARBOR.

Overnor Dix sent in the annual report of the Sallors' Sung Harbor for the year 1872. The total receipts of the institution for the year large. The total receipts of the institution for the year send the bill was passed in the Haralp.

Donohue's Gas bill was passed

THE BULL'S WEAD BANK.

The Depositors Triumphant-The Old Board of Directors Rosign with a Bad Grace and a New Board Is Elected, Retaining the Honest Members-Probable Important Arrests.

At a meeting of the Directors, held yesterday, at the Ashland House, corner of Twenty-fourth street and Pourth avenue, the members of the old Board resigned, successively, and the following gent men were unanimously elected in their places.—A.
S. Cameron, President; Samuel Whiets, B. W.
Gisbs, Cornelius O'Reilly, Jacob Voornis, Jr., W. La
Cogswell and Thomas Rac.
This is considered a great triumph for the de-

This is considered a great triumph for the depositors, as Mr. Cameron is a young man and very popular among them, and has entirely neglected his business since the bank closed to attend to its affairs. He deserves the oredit of the success which has so far attended the efforts made for the reorganization and purincation of the institution. The Grand Jury, it is asserted on good authority, have indictments against several of the old officers of the Bank, and the newly elected President last evening set measures on foot, having previously secured the warrants, for their arrest, which may already have taken place.